

via a small relief valve. The primary circuit itself could be 'wet' or 'dry', but to meet environmental concerns a dry system is preferred. This is no problem to achieve at these low sea pressures, but system extremities will have to be plugged and weld sealed to preserve watertight integrity. The extent of this sealing will be considerably less than the 'seal at bulkhead' principle proposed for deep sea disposal. The water fill of the RC will include the void spaces previously considered for secondary compensation eg SG shells, RC void space, RCFW system, shock support cylinder. The primary shield tank will have to be emptied of potassium chromate solution and refilled with fresh water. The Emergency Cooler Tank and the Tunnel will also be fresh water filled.

PREPARATION OF HULL FOR TOWING

A weight control system will be required to give assurance of net positive buoyancy and un^dlocked trim. Hull integrity for a long period would require a full survey of all blanks, full hull preservation, and renewal of hull anodes.

To improve towing characteristics it has already been established that there is a need for a towing skeg and a dummy propeller. In view of the relatively short tow, these could probably be made simpler and cheaper than current proposals.

Sea disposal schemes involved cutting down the fin to a minimal structure. Although probably not essential, it is proposed that this modification is retained, as it has the useful effect of increasing GM to a more stable figure and reduces the underwater profile. The routine provisions for a dead tow (draught marks, access ladders, guard rails, reserve ^tow line) will be unchanged.